LAND AT UPPER COSMESTON FARM,

LAVERNOCK ROAD, PENARTH

ENVIRONMENTAL STATEMENT - ADDENDUM

VOLUME 2

CHAPTER 6: PLANNING POLICY

Replacement Chapter

6.0   PLANNING POLICY

INTRODUCTION

6.1   The development plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004 comprises the National Development Framework Future Wales – The National Plan 2040 (February, 2021) and the Vale of Glamorgan Local Development Plan 2011-2026 (Adopted on 28th June 2017). National Planning Policy is contained within Planning Policy Wales Edition 11 (February, 2021), informed by The Well-Being of Future Generations (Wales) Act 2015, and supplemented by Technical Advice Notes.

6.2   An overview of the Development Plan context and planning policy framework of specific relevance to the proposed development is set out within this Chapter of the ES. The Chapter has been updated as part of the ES Addendum in order to reflect the updated planning policy context which has come into force at the national level since the original Planning Application and ES were submitted in September 2020 (i.e. particularly in relation to the publication of the National Development Framework and Planning Policy Wales Edition 11 – as set out below).

6.3   For ease of reference, this overview is set out below at the national and local level.

NATIONAL LEVEL

The Well-Being of Future Generations (Wales) Act 2015

6.4   The Well-Being of Future Generations (Wales) Act 2015 (which came into force on 1st April 2016) requires *"public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that accords with the sustainable development principle"*. The Act sets out seven 'well-being' goals as follows:

➢ A prosperous Wales: An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.

➢ A resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).

➢ A healthier Wales: A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

➢ A more equal Wales: A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).

➢ A Wales of cohesive communities: Attractive, viable, safe and well-connected communities.

➢ A Wales of vibrant culture and thriving Welsh language: A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.

➢ A globally responsive Wales: A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

6.5   Within the Act, sustainable development is defined as follows: "*the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals*". The Act sets out that when making decisions, public bodies need to take into account the impact they could have on people living in Wales in the future and must apply the sustainable development principle in all decisions.

**National Development Framework: Future Wales – The National Plan 2040**

6.6   The National Development Framework: Future Wales – the National Plan 2040 was published on 24th February 2021. 'Future Wales' sets out the Welsh Government's strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy; achieving decarbonisation and climate-resilience; developing strong ecosystems; and improving the health and well-being of our communities. As stated above, the National Development Framework has Development Plan status.

6.7   Future Wales sets out its overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales by means of 11 Outcomes. As set out on Page 52 of Future Wales, the 11 Outcomes are collectively a statement of where the Welsh Government aspire Wales to be in 20 years' time, as follows:

A Wales where people live:
1. …and work in connected, inclusive and healthy places
2. …in vibrant rural places with access to homes, jobs and services
3. …in distinctive regions that tackle health and socio-economic inequality through sustainable growth
4. …in places with a thriving Welsh Language
5. …and work in towns and cities which are a focus and springboard for sustainable growth
6. …in places where prosperity, innovation and culture are promoted
7. …in places where travel is sustainable
8. …in places with world-class digital infrastructure
9….in places that sustainably manage their natural resources and reduce pollution
10. …in places with biodiverse, resilient and connected ecosystems
11. …in places which are decarbonised and climate-resilient

6.8   The Plan sets out a vision for different areas of Wales. The plan includes for three national growth areas. One of these areas is Cardiff, Newport and the Valleys. In addition, the plan also identifies regional growth areas. The South East Regional Growth Area includes Blaenau Gwent, Bridgend, Caerphilly, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen and the Vale of Glamorgan.

6.9   The South West Regional Growth Area strategic diagram is shown below and the plan sets a number of policies to aid development in these areas. Due regard will need to be given to these policies alongside all other relevant planning policies.

Regional strategic diagram
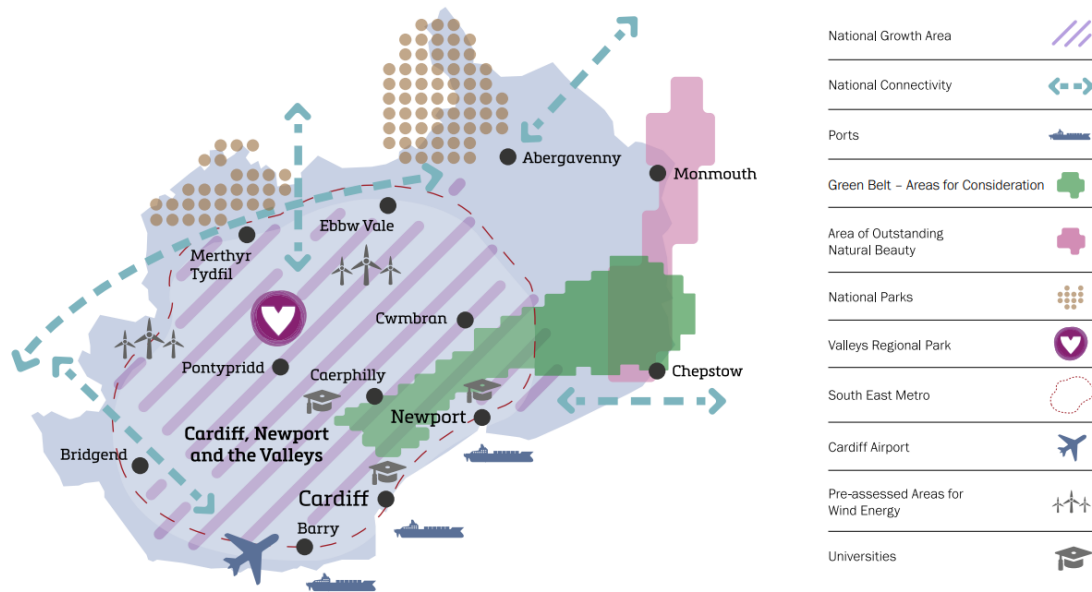
6.10 Key policies contained in Future Wales of relevance to the proposed development are summarised as follows:

6.11 **Policy 1 – Where Wales will grow**
The Welsh Government support sustainable growth in all parts of Wales. The policy confirms the location of National and Regional Growth Areas.

6.12 **Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking**
The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods, organised around public transport and integrated with green infrastructure. The policy states that urban growth and regeneration should be based on the following placemaking principles:

➢ Creating a rich mix of uses;
➢ Providing a variety of housing types and tenures;
➢ Building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;
➢ Increasing population density with development built at urban densities that can support public transport and local facilities;
➢ Establishes a permeable network of streets, with a hierarchy that informs the nature of development;
➢ Promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and,
➢ Integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.

6.13 **Policy 3 – Supporting Urban Growth and Regeneration – Public Sector Leadership**
Welsh Government will play an enabling role to support the delivery of urban growth and regeneration. Welsh Government will work with local authorities and other public sector bodies to unlock the potential of their land.

6.14 **Policy 7 – Delivering Affordable Homes**
The Welsh Government will increase delivery of affordable homes by ensuring that funding for affordable homes is effectively allocated and utilised. Strategic and Local Development Plans should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.

6.15 **Policy 11 – National Connectivity**
The Welsh Government will support and invest in improving national connectivity. Welsh Government's priorities are to encourage longer distance trips to be made by public transport while also making longer journeys possible by electric vehicles.

6.16 **Policy 12 - Regional Connectivity**
The Welsh Government will support and invest in improving regional connectivity. In urban areas, to support sustainable growth and regeneration, our priorities are improving and integrating active travel and public transport. In rural areas our priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. The Welsh Government will work with Transport for Wales, local authorities, operators and partners to deliver the following measures to improve regional connectivity:

➢ Active Travel – Prioritising walking and cycling for all local travel. We will support the implementation of the Active Travel Act to create comprehensive networks of local walking and cycling routes that connect places that people need to get to for everyday purposes.
➢ Bus – Improve the legislative framework for how local bus services are planned and delivered. We will invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.
➢ Metros – Develop the South East Metro, South West Metro and North Wales Metro. We will create new integrated transport systems that provide faster, more frequent and joined-up services using trains, buses and light rail.
➢ Ultra-Low Emission Vehicles – Support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles, particularly in rural areas.

6.17 **Policy 13 – Supporting Digital Communications**
The Welsh Government supports the provision of digital communications infrastructure and services across Wales. New developments should include the provision of Gigabit capable broadband infrastructure from the outset.

6.18 **Policy 16 – Heat Networks**
Within Priority Areas for District Heat Networks planning authorities should identify opportunities for District Heat Networks and plan positively for their implementation. Large scale mixed-use development should, where feasible, have a heat network with a renewable / low carbon or waste heat energy source. Planning applications for such development should prepare an Energy Masterplan to establish whether a heat network is the most effective energy supply option and, for feasible projects, a plan for its implementation.

6.19 **Policy 19 – Strategic Policies for Regional Planning**
Strategic Development Plans should embed placemaking as an overarching principle and should establish for the region (and where required constituent Local Development Plans):

➢ a spatial strategy;
➢ a settlement hierarchy;

- the housing provision and requirement;
- the gypsy and traveller need;
- the employment provision;
- the spatial areas for strategic housing, employment growth and renewable energy;
- the identification of green belts, green corridors and nationally important landscapes where required;
- the location of key services, transport and connectivity infrastructure;
- a framework for the sustainable management of natural resources and cultural assets;
- ecological networks and opportunities for protecting or enhancing the connectivity of these networks and the provision of green infrastructure; and
- a co-ordinated framework for minerals extraction and the circular economy, including waste treatment and disposal.

6.20 **Policy 36 – South East Metro**
The Welsh Government supports the development of the South East Metro and will work with Transport for Wales, local authorities and other partners to enable its delivery and maximise associated opportunities. Strategic and Local Development Plans must support the South East Metro. Planning authorities should plan growth and regeneration to maximise the opportunities arising from better regional connectivity, including identifying opportunities for higher density, mixed-use and car-free development around new and improved metro stations.

Planning Policy Wales Edition 11

6.21 Planning Policy Wales (PPW) Edition 11 was published on 24th February 2021. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015.

6.22 Sustainable Development is defined at Page 7 of PPW as follows: *"the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals"*.

6.23 Paragraph 1.18 sets out that *"Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated"*.

Placemaking
6.24 In accordance with the National Development Framework, placemaking is also at the heart of PPW – Paragraph 2.1 for example states that *"Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking in both plan making and development management decisions in order to achieve the creation of sustainable places and improve the well-being of communities"*.

6.25 It is summarised succinctly at Paragraph 2.3 that *"The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people*

together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all".

6.26   Placemaking is defined at Page 14 of PPW as follows: *"Placemaking is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and well being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings".*

6.27   A set of 'national sustainable placemaking outcomes' are outlined within PPW, which it advises should be used to inform the assessment of development proposals. The national outcomes are defined as follows:

➢ Creating and Sustaining Communities
   o *Enables the Welsh language to thrive*
   o *Appropriate development densities*
   o *Homes and jobs to meet society's needs*
   o *A mix of uses*
   o *Offers cultural experiences*
   o *Community based facilities and services*

➢ Making Best Use of Resources
   o *Makes best use of natural resources*
   o *Prevents waste*
   o *Prioritises the use of previously developed land and existing buildings*
   o *Unlocks potential and regenerates*
   o *High quality and built to last*

➢ Maximising Environmental Protection and Limiting Environmental Impact
   o *Resilient biodiversity and ecosystems*
   o *Distinctive and special landscapes*
   o *Integrated green infrastructure*
   o *Appropriate soundscapes*
   o *Reduces environmental risks*
   o *Manages water resources naturally*
   o *Clean air*
   o *Reduces overall pollution*
   o *Resilient to climate change*
   o *Distinctive and special historic environments*

➢ Growing Our Economy in a Sustainable Manner
   o *Fosters economic activity*
   o *Enables easy communication*
   o *Generates its own renewable energy*
   o *Vibrant and dynamic*
   o *Adaptive to change*
   o *Embraces smart and innovative technology*

➢ Facilitating Accessible and Healthy Environments
   o *Accessible and high-quality green space*

- o *Accessible by means of active travel and public transport*
- o *Not car dependent*
- o *Minimises the need to travel*
- o *Provides equality of access*
- o *Feels safe and inclusive*
- o *Supports a diverse population*
- o *Good connections*
- o *Convenient access to goods and services*

6.28   It is highlighted at Paragraph 2.20 that "*Not every development or policy proposal will be able to demonstrate they can meet all of these outcomes, neither can it necessarily be proved at the application or policy stage that an attribute of a proposal will necessarily lead to a specific outcome. However, this does not mean that they should not be considered in the development management process to see if a proposal can be improved or enhanced to promote wider well-being*".

6.29   The implications of COVID are highlighted in PPW 11 with Paragraph 2.22 stating for example that "*We must ensure that a post-Covid world has people's well-being at its heart. Planning Policy Wales leads the way in this respect and contains the principles and policies needed for us to recover from this situation in a positive manner*".

Good Design

6.30   The importance of good design in development proposals is highlighted at Paragraph 3.3 of PPW where it is stated that "*Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area*".

6.31   Good design must enable development proposals to address the issues of inclusivity and accessibility for all, and it is highlighted at Paragraph 3.6 that "*This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children…Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport*".

6.32   In addition, it is highlighted that good design promotes environmental sustainability and contributes to the achievement of the well-being goals - Paragraph 3.7 states for example that "*Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution*".

6.33   The importance of good design in term of ensuring high environmental quality is set out at Paragraph 3.8: "*Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and*

ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places".

6.34 Paragraph 3.12 outlines that good design is also about avoiding the creation of car-based developments by minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. It is stated that *"Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate".*

Sustainable Transport

6.35 PPW advises at Paragraph 4.1.10 that the planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:
 ➢ *"Are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
 ➢ *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
 ➢ *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling".*

6.36 Paragraph 4.1.11 summarises that: *"Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services".*

6.37 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Paragraph 4.1.13 sets out that *"The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport".*

Active Travel

6.38 The importance of developing local active travel networks to help mitigate the impact of new development by providing an alternative mode of travel to the private car is highlighted in PPW. It is stated at Paragraph 4.1.30 that *"Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice".*

Public Transport

6.39 PPW advises that the availability of public transport is an important part of ensuring a place is sustainable. Paragraph 4.1.36 highlights that the planning system should facilitate this *"by locating development where there is, or can be, good access by public transport".*

Housing

6.40 It is set out at Paragraph 4.2.1 that *"New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for*

the range of identified housing needs and contribute to the development of sustainable and cohesive communities".

6.41 It is highlighted within PPW that a community's need for affordable housing *"is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications"* (Paragraph 4.2.25).

Green Infrastructure

6.42 The importance of green infrastructure is highlighted throughout PPW. It is summarised at Paragraph 6.2.5 that *"The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places".*

Sustainable Drainage Systems (SuDS)

6.43 The importance of considering SuDs as an intergral part of the development process is highlighted at Paragraph 6.6.18 of PPW where it is stated that *"The provision of SuDS must be considered at the earliest possible stage when formulating proposals for new development".* It is advised at Paragraph 6.6.19 that *"Design for multiple benefits and green infrastructure should be secured wherever possible and as part of Green Infrastructure Assessments suitable approaches towards the provision of SuDS should be identified".*

Technical Advice Notes

6.44 The following Technical Advice Notes (TANS) are of relevance to the development proposal.

6.45 TAN 2 Planning and Affordable Housing (2006): outlines the general concept of affordable housing as being: *"the ability of households or potential households to purchase or rent property that satisfies the needs of the household without subsidy". The guidance requires local planning authorities to: "include an affordable housing target in the development plan which is based on the housing need identified in the local housing market assessment, indicate how the target will be achieved using identified policy approaches and monitor the provision of affordable housing against the target and where necessary take action to ensure that the target is met".*

6.46 TAN 4 Retail and Commercial Development (2016): provides guidance regarding the provision of retail and commercial developments, including assessment of the appropriateness of such development spatially, and the potential resultant impacts upon established retail centres. The documents also provide guidance regarding where such developments should be encouraged.

6.47 TAN 5 Nature Conservation and Planning (2009): provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. It seeks to demonstrate how local planning authorities, developers and key stakeholders in conservation can work together to deliver more sustainable development that does not result in losses from the natural heritage but instead takes every opportunity to enhance it.

6.48 TAN 11 Noise (1997): provides advice on how the planning system can be used to minimise impact of noise without placing unreasonable restrictions on development. It outlines some of the main considerations which local planning authorities should take into account in

drawing up development plan policies and when determining planning applications for development which will either generate noise or be exposed to existing noise sources.

6.49 TAN 12 Design (2016): provides advice on design considerations and states that development should aim to:
- Create places with the needs of people in mind, which are distinctive and respect local character
- Promote layouts and design features which encourage community safety and accessibility
- Focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles
- Avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building
- Promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards
- Secures the most efficient use of land including appropriate densities
- Consider and balance potential conflicts between these criteria

6.50 TAN 18 Transport (2007): confirms that integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development. Paragraph 2.4 indicates that by influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport.

6.51 TAN 16 Sport, Recreation and Open Space (2009): advises on the role of the planning system in making provision for sport and recreational facilities and informal open spaces, as well as protecting existing facilities and open spaces in urban and rural areas in Wales (Para 1.1). The TAN states that young people's recreational needs are a priority, improving levels of physical activity and access to facilities in and outside schools (Para 1.9).

6.52 TAN 24 (Historic Environment): the purpose of this TAN is to provide guidance on how the planning system considers the historic environment during development plan preparation and decision making on planning and Listed Building (LBC) applications. This TAN provides specific guidance on how the following aspects of the historic environment should be considered:
- World Heritage Sites
- Scheduled monuments
- Archaeological remains
- Listed buildings
- Conservation areas
- Historic parks and gardens
- Historic landscapes
- Historic assets of special local interest

LOCAL LEVEL

Vale of Glamorgan Local Development Plan 2011-2026 (Adopted on 28th June 2017)

6.53 The following extract from the Vale of Glamorgan LDP Proposals Map shows the site allocated for housing under Policy MG2 (24) – Land at Upper Cosmeston Farm, Lavernock, for 576 dwellings (22.2 hectares).
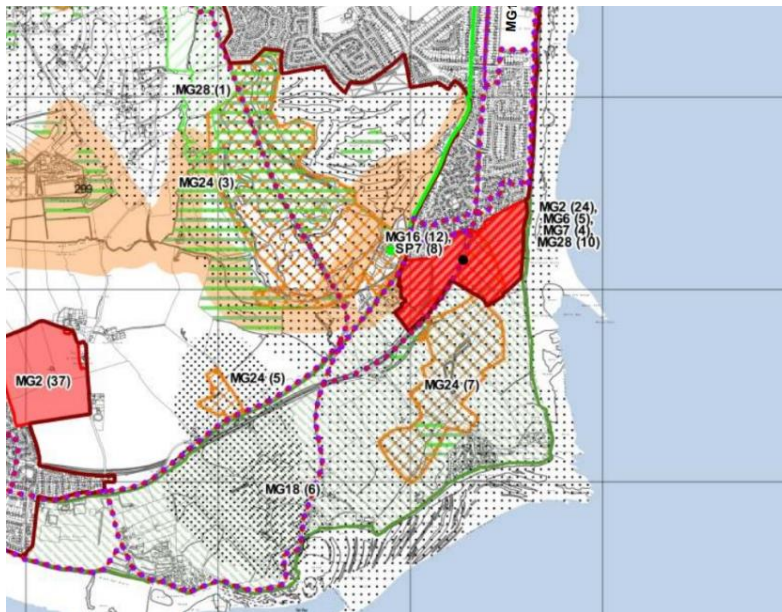
Site Specific Policies

6.54   Site Specific Policies which are shown as relevant on the LDP Proposals Map are discussed below.

6.55   Policy SP7 – Transportation: lists sustainable transport improvements which will be carried out in conjunction with the South East Wales Regional Transport Plan and the Local Transport Plan, including (8) – which refers to 'the provision of a Bus Park and Ride at Cosmeston, Penarth'. Various sustainable transportation measures which will be delivered by the development are discussed in appropriate chapters.

6.56   Policy MG6 – Provision of Education Facilities: allocates land which is proposed to accommodate new and improved education facilities. MG6 (5) refers to 'a new primary and nursery school at Upper Cosmeston Farm, Lavernock (1 hectare)'.

6.57   Policy MG 7 – Provision of New Community Facilities: allocates land accordingly, including (4) – 'Cosmeston Farm (as part of a mixed use)'.

6.58   Policy MG16 – Transportation Proposals: relates to the provision of a bus park and ride (12).

6.59   Policy MG28 – Public Open Space Allocations: identifies the need for 1 hectare (10) at Upper Cosmeston Farm, Lavernock. This is however in addition to that required by Fields in Trust standards and related SPG. Detailed provision of a NEAP, 3 LEAPs and 4 LAPs will be made in subsequent reserved matters applications.

General Policies

6.60   Policy SP1 – Delivering the Strategy: seeks to improve the living and working environment, promote enjoyment of the countryside and coast, and manage important environmental assets, including: 1. Providing a range and choice of housing to meet the needs of all sectors of the community… 4. Promoting sustainable transportation; 5. Delivering key infrastructure linked to the impacts of development; 6. Protecting and enhancing the built, natural and coastal environment.

6.61 Policy SP3 – Residential Requirement: states that, in order to meet the identified residential requirement, land is made available in sustainable locations for the provision of 9,460 new residential units up to 2026.

6.62 Policy SP4 – Affordable Housing Provision: seeks provision of up to 3,252 affordable residential units over the plan period.

6.63 Policy SP10 – Built and Natural Environment: states that development proposals must preserve, and where appropriate, enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan.

6.64 Policy SP11 – Tourism and Leisure: favours proposals which promote the Vale of Glamorgan as a tourism and leisure destination, including the protection of existing tourism assets, and promoting the sustainable use of the countryside and the Glamorgan Heritage Coast. General Managing Growth Policies

6.65 Policy MG1 – Housing Supply in the Vale of Glamorgan: sets out how the housing land requirement of 9,460 new dwellings, through the provision of 10,408 new dwellings, will be met, including allocations within the plan which are identified in Policy MG2.

6.66 Policy MG4 – Affordable Housing: states that residential developments (including mixed use schemes) will be required to contribute to meeting affordable housing need, including 40% provision in Penarth and Sully.

6.67 Policy MG18 – Green Wedges: identifies green wedges in order to prevent the coalescence of settlements and to retain the openness of land at various locations, including 6 – South Penarth to Sully. Part of the site, proposed for a larger primary school, encroaches slightly into the green wedge, but seeks to maintain its openness.

6.68 Policy MG 19 – Sites and Species of European Importance and Policy MG 20 – Nationally Protected Sites and Species: set out criteria in considering impacts on protected species and designated sites which may be affected by development.

6.69 Policy MG21 – Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and Species: states that development proposals likely to have an adverse impact on such sites will only be permitted subject to considerations of need; impacts being avoided; mitigation measures; and conservation and enhancement of biodiversity interests.

General Development Management Policies

6.70 Policy MD1 – Location of New Development: sets out criteria for new development on unallocated sites, including where such development should – 1. Have no unacceptable impact on the countryside; and 3 – where appropriate, it promotes new community facilities.

6.71 Policy MD2- Design of New Development: sets out the key principles that developers should consider in order to create high quality, healthy, sustainable and locally distinctive places, i.e. 1. Be of a high standard of design that positively contributes to the context and character of the surrounding natural and built environment and protects existing features of townscape or landscape interest;
2. Respond appropriately to the local context and character of neighbouring buildings and uses in terms of use, type, form, scale, mix, and density;

3. Where appropriate, provide new or enhanced areas of public realm particularly in key locations such as town centres, major routes and junctions;

4. Promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour. In the case of retail centres, developments should provide active street frontages to create attractive and safe urban environments;

5. Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users;

6. Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree;

7. Where appropriate, conserve and enhance the quality of, and access to, existing open spaces and community facilities;

8. Safeguard existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance;

9. Provide public open space, private amenity space and car parking in accordance with the council's standards;

10. Incorporate sensitive landscaping, including the retention and enhancement where appropriate of existing landscape features and biodiversity interests;

11. Provide adequate facilities and space for the collection, composting and recycling of waste materials and explore opportunities to incorporate re-used or recyclable materials or products into new buildings or structures; and

12. Mitigate the causes of climate change by minimising carbon and other greenhouse gas emissions associated with their design, construction, use and eventual demolition, and include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.

6.72   Policy MD3 – Provision for Open Space: sets out requirements for forms of open space provision where there is an identified need.

6.73   Policy MD4 – Community Infrastructure and Planning Obligations: where appropriate and having regard to viability, the Council will seek to secure new and improved community infrastructure, facilities and services.

6.74   Policy MD6 – Housing Densities: provides that residential developments within the key service centres and primary settlements will be permitted where the net residential density is a minimum of 30 dwellings per hectare. Higher densities will be permitted where they reflect the character of the surrounding area and will not impact upon local amenity.

6.75   Policy MD7 – Environmental Protection: states that development proposals will be required to demonstrate they will not result in an unacceptable impact on people, residential amenity, property and / or the natural environment from aspects which include: 1. Pollution of land, surface water, ground water and the air; 4. Noise, vibration, odour nuisance and light pollution; 6. Coastal erosion or land stability.

6.76   Policy MD8 – Historic Environment: states that development proposals must protect the qualities of the built and historic environment of the Vale of Glamorgan.

6.77   Policy MD9 - Promoting Biodiversity: states that new development proposals will be required to conserve and where appropriate enhance biodiversity interests unless it can be demonstrated that: 1. The need for the development clearly outweighs the biodiversity value of the site; and 2. The impacts of the development can be satisfactorily mitigated and acceptably managed through appropriate future management regimes.

Supplementary Planning Guidance

6.78   In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG). Some SPG documents refer to previous adopted UDP policies and to ensure conformity with LDP policies, a review will be carried out as soon as is practicable following adoption of the LDP. The Council considers that the content and guidance of the adopted SPGs remains relevant and has approved the continued use of these SPGs as material considerations in the determination of planning applications until they are replaced or otherwise withdrawn. The following SPG are of relevance:
- ➢ Affordable Housing (2018)
- ➢ Biodiversity and Development (2018)
- ➢ Design in the Landscape (2006)
- ➢ Parking Standards (2019)
- ➢ Planning Obligations (2018)
- ➢ Public Art in New Development (2018)
- ➢ Residential and Householder Development (2018)
- ➢ Sustainable Development - A Developer's Guide (2006)
- ➢ Travel Plans (2018)
- ➢ Trees, Woodlands, Hedgerows and Development (2018)

OTHER RELEVANT POLICY GUIDANCE

6.79   **Building Better Places: The Planning System Delivering Resilient and Brighter Future (July, 2020)** sets out the Welsh Government's planning policy priorities to assist in taking action in the recovery period after the Covid-19 pandemic crisis. It highlights the key existing planning policies and tools which should be used by all sectors in the environmental, social, cultural and economic recovery of Wales, including "taking a placemaking approach" which is outlined as having "multiple benefits which not only helps improve quality of life, but also helps us to tackle climate change, reduce our carbon footprint and improve biodiversity and ecological resilience for the future".

6.80   Building Better Places identifies 8 key issues which bring individual policy areas together to ensure that action is the most effective:
- ➢ Staying local: creating neighbourhoods
- ➢ Active travel: exercise and rediscovered transport methods
- ➢ Revitalising our town centres
- ➢ Digital places – the lockdown lifeline
- ➢ Changing working practices: our future need for employment land
- ➢ Reawakening Wales' tourism and cultural sectors
- ➢ Green infrastructure, health and well-being and ecological resilience
- ➢ Improving air quality and soundscapes for better health and well-being

6.81   **The Active Travel (Wales) Act 2013** aims to make it easier for people to walk and cycle in Wales, specifically to promote walking and cycling as viable modes of transport for everyday journeys such as to the shops, work or college. In accordance with the Act, the Council submitted their Integrated Network Maps in November 2017 which set out the Authority's aspirations for improving active travel routes across the County over the next 15 years. These include routes that are currently used but may not meet the standard of Active Travel routes

currently, or routes that do not currently exist but that have been identified within other Strategic Plans, or have been identified through the consultation process. All Local Authorities in Wales had to resubmit their ATNMs to Welsh Government by 31st December 2021, consultation on which was undertaken with the public during 2021.

6.82   Further Relevant Policy Guidance includes the following:
- ➢ Manual for Streets (Welsh Assembly Government, DCLG and DfT - March 2007)
- ➢ Welsh Government Circular 016/2014: The Use of Planning Conditions for Development Management Welsh Office Circular 11/99 – Environmental Impact Assessment
- ➢ Welsh Office Circular 13/97 - Planning Obligation